

Motorcycle Wheel

BACKGROUND OF THE INVENTION

1. Technical Field

[01.00] This invention relates generally to motorcycles, and more particularly to a wheel for a motorcycle, bicycle, or other wheeled vehicle with interest-arousing decorative features.

2. Description of Related Art

[02.00] A typical motorcycle wheel includes a hub, a tire-supporting rim, and a rim-supporting set of spokes. The hub is centered on a rotational axis, the rim is disposed symmetrically about the rotational axis as a tire-supporting structure, and the spokes connect the rim to the hub as a rim-supporting structure. Once a tire is mounted on the rim, the hub mounts on the fork of the motorcycle.

[03.00] As reflected by the motorcycle wheels currently available, motorcyclists take great pride in their machines. Motorcycle wheels are fabricated from different materials in decorative ways that enhance motorcycle appearance. However, there is always interest in new, decorative wheel arrangements and so a need exists for a new motorcycle wheel with interest-arousing, decorative, and/or novel features.

SUMMARY OF THE INVENTION

1 [04.00] This invention addresses the need outlined above by providing
a wheel for a motorcycle, bicycle, or other wheeled vehicle that includes
5 first and second wheel sections assembled together over an independently
rotatable spinner component. The spinner component is mounted on the
hub of the motorcycle wheel in a visible position in between the spokes
with a bearing such that bearing friction causes the spinner to rotate when
the motorcycle is in motion. The spinner continues to rotate (i.e.,
10 freewheels) as an eye-catching, decorative novelty item when the wheel
stops until bearing friction causes it to slowly coast to a stop.

15 [05.00] To paraphrase some of the more precise language appearing in
the claims and further introduce the nomenclature used, a wheel
constructed according to the invention includes first and second wheel
sections that are bolted or otherwise suitably assemble together. The first
wheel section has a first hub portion, a first rim portion, and a first spoke
portion connecting the first hub portion and the first rim portion. The
second wheel section has a second hub portion that combines with the
20 first hub portion to form a combined hub portion of the wheel that is
centered on a rotational axis, a second rim portion that combines with the
first rim portion to form a combined rim portion of the wheel (i.e., a
tire-supporting portion) that is disposed symmetrically about the rotational
axis, and a second spoke portion connecting the second hub portion to the
25 second rim portion that combines with the first spoke portion to define an
interior space between the first and second spoke portions. In that regard,
the term "spoke" herein includes any radially extending bar, finger, arm or

1 other rim-supporting structure connected between the rim and the hub to
support the rim such that a person adjacent the wheel can see into at least
a portion of the interior space.

5 [06.00] According to the major aspect of the invention, the wheel includes
a spinner component that is mounted rotatably on the combined hub
portion in the interior space between the first and second spoke portions
for rotation about the rotational axis independent of the combined hub, the
combined rim, and the combined spoke portions of the motorcycle wheel.
10 One embodiment includes a ball bearing component mounted on the
combined hub portion of the wheel assembly as means for rotatably
mounting the spinner component on the combined hub portion so that the
spinner can freewheel relative to the rest of the wheel. Preferably, the
spinner component includes a spinner hub in the form of an annular ring
15 and a plurality of radially extending projections on the spinner hub.

[07.00] Thus, the invention provides a wheel having a new, decorative,
freewheeling spinner component for motorcyclists to include on their
machines. The following illustrative drawings and detailed description
20 make the foregoing and other objects, features, and advantages of the
invention more apparent.

BRIEF DESCRIPTION OF THE DRAWINGS

1 [08.00] FIG. 1 of the drawings is an exploded perspective view of a motorcycle wheel constructed according to the invention showing the first and second wheel sections, the spinner component, and the ball bearing component aligned along a rotational axis;

5 [09.00] FIG. 2 is a side elevation view of just the first wheel section assembled with the spinner component and the ball bearing component before addition of the second wheel section; and

10 [10.00] FIG. 3 is a cross sectional front elevation view of the assembled motorcycle wheel as viewed in a vertical plane containing the rotational axis.

DESCRIPTION OF THE PREFERRED EMBODIMENTS

15 [11.00] FIGS. 1-3 of the drawings show various aspects of a motorcycle wheel **10** constructed according to the invention. Generally, the motorcycle wheel **10** includes first and second wheel sections **11** and **12** that are assembled together with a ball bearing component **13** over a spinner component **14**. Those components may be aluminum or other suitable material, and that arrangement enables the spinner component **14** to freewheel relative to the rest of the motorcycle wheel **10** for the

1 interesting and decorative effect resulting. It spins on the ball bearing component **13**.

5 [12.00] More specifically, the first wheel section **11** includes a first hub portion **11A**, a first rim portion **11B**, and a first spoke portion **11C** that is connected between the first hub portion **11A** and the first rim portion **11B** as a first rim-supporting structure. Similarly, the second wheel section **12** includes a second hub portion **12A**, a second rim portion **12B**, and a second spoke portion **12C** that is connected between the second hub portion **12A** and the second rim portion **12B** as a second rim-supporting structure.

15 [13.00] The second hub portion **12A** of the second wheel section **12** is connected to the first hub portion **11A** of the first wheel section **11** with hub-securing bolts (e.g., machine screws), just two hub-securing bolts **15** and **16** being identified in FIG. 3 for illustrative reasons. So connected, the first and second hub portions **11A** and **12A** form a combined hub portion of the motorcycle wheel **10** (i.e., the combination of the first and second hub portions **11A** and **12A**) that is centered on a rotational axis **17** (FIG. 3) and suitable for mounting on a motorcycle.

25 [14.00] In addition, the second rim portion **12B** of the second wheel section **12** is connected to the first rim portion **11B** of the first wheel section **11** with rim-securing bolts (e.g., machine screws). Just two rim-securing bolts **18** and **19** are identified in FIG. 3. So connected, the first and second rim portions **11B** and **12B** form a combined rim portion of

1 the motorcycle wheel **10** (i.e., the combination of the first and second rim portions **11B** and **12B**) that is disposed symmetrically about the rotational axis **17** as a tire-supporting structure suitable for supporting a motorcycle tire.

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[15.00] Preferably, the first and second wheel sections **11** and **12** are arranged so that the hub-securing bolts and the rim-securing bolts alternate in the direction in which they are screwed in for improved balance. In other words, every other bolt around the combined hub
10 portion extends through the first hub portion **11A** and screws into threaded engagement of the second hub portion **12A**, while the intermediate bolts extend through the second hub portion **12A** and screw into threaded engagement of the first hub portion **11A**. Similarly, every other bolt around
15 the combined rim portion extends through the first rim portion **11B** and screws into threaded engagement of the second rim portion **12B**, while the intermediate bolts extend through the second rim portion **12B** and screw into threaded engagement of the first rim portion **11B**.

[16.00] With the first and second wheel sections **11** and **12** assembled
20 together that way, the second spoke portion **12C** combines with the first spoke portion **11C** to define an interior space **20** between the first and second spoke portions (FIG. 3). In other words, the first and second spoke portions **11C** and **12C** are so shaped and dimensioned that they define the space **20** when the first and second wheel sections **11** and **12**
25 are assembled together. The interior space **20** may be described as an annular space circumscribing the combined hub portion of the motorcycle

1 wheel **10** (i.e., the combination of the first and second hub portions **11A**
and **12A**). The spinner component **14** is mounted rotatably on the
combined hub portion in the interior space **20** between the first and
second spoke portions **11C** and **12C** by means of the ball bearing
5 component **13** for rotation about the rotational axis **17** independent of the
rest of the motorcycle wheel **10**.

[17.00] Based upon the foregoing and subsequent descriptions, one of
ordinary skill in the art can readily practice the invention and utilized it for
10 motorcycles, bicycles, and other wheeled vehicles. Preferably, the first
and second wheel sections **11** and **12** are identical components in order
to promote balance and ease of manufacturing and assembly and to
reduced cost. They are positioned in the assembled motorcycle wheel **10**
as what may be described as mirror images of each other relative to a
15 bisecting plane perpendicular to the rotational axis **17**. They are sized
according to the tire size of the tire to be mounted on the combined rim
portion (the combination of rim portions **11B** and **12B**).

[18.00] The ball bearing component **13** is a known type of bearing in
20 which the journal turns upon loose hardened steel balls that roll easily in
a race. It mounts on the combined hub portion of the motorcycle
wheel **10** where it functions as means for rotatably mounting the spinner
component **14** on the combined hub portion. (the combination of rim
portions **11B** and **12B**).

1 [19.00] The combined hub portion is arranged for mounting rotatably on
a motorcycle or other wheeled vehicle (e.g., with a through bore centered
on the rotational axis **17** that receives a motorcycle axle component). The
term "spoke" herein includes any radially extending bar, finger, arm or
5 other rim-supporting structure connected between the first and second hub
portions **11A** and **12A** and the first and second rim portions **11A** and **12A**
to support the rim portions such that a person adjacent the motorcycle
wheel **10** can see into at least a portion of the interior space **20**.

10 [20.00] Concerning the phrase "rotation about the rotational axis
independent of the wheel assembly," that phrase means that the spinner
component **14** is free to rotate about the rotational axis **17** at a different
rotational speed than the combined hub portion of the assembled
motorcycle wheel **10** (i.e., the combination of **11A** & **12A**). It freewheels
15 relative to the combined hub portion. The illustrated spinner
component **14** includes a hub **14A** that mounts on the ball bearing
component **13**, and a plurality of ten, circumferentially spaced apart,
radially extending dummy spokes or fingers **14B** (FIG. 1) that extend
radially outwardly from the hub **14A**. However, any of other various forms
20 of spinner component may be used that is arranged to freewheel (i.e.,
spin) on the combined hub portion within the interior space **20**. Just one
finger **14B** is identified in FIG. 1 for illustrative convenience.

25 [21.00] Thus, the invention provides an eye-catching, decorative
motorcycle wheel that includes two wheel sections assembled over a
freewheeling spinner component. Although an exemplary embodiment in

1 the form of a motorcycle wheel has been shown and described, one of
ordinary skill in the art may make many changes, modifications, and
substitutions without necessarily departing from the spirit and scope of the
invention, including applying the invention to a wheel for a bicycle or other
5 wheeled vehicle such that the wheel has a hub, a tire-supporting rim, and
a rim-supporting set of spokes.

[22.00] What is claimed is:

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